

Owens	Ryun (KS)	Tauscher
Oxley	Sabo	Tauzin
Pallone	Sanchez, Linda	Taylor (MS)
Pascrell	T.	Taylor (NC)
Pastor	Sanchez, Loretta	Terry
Pearce	Sanders	Thomas
Pelosi	Sandlin	Thompson (CA)
Pence	Saxton	Thompson (MS)
Peterson (MN)	Schakowsky	Thornberry
Peterson (PA)	Schiff	Tiahrt
Petri	Schrock	Tiberi
Pickering	Scott (GA)	Tierney
Pitts	Scott (VA)	Toomey
Platts	Sensenbrenner	Towns
Pombo	Serrano	Turner (OH)
Pomeroy	Sessions	Turner (TX)
Porter	Shadegg	Udall (CO)
Portman	Shaw	Udall (NM)
Price (NC)	Shays	Upton
Pryce (OH)	Sherman	Van Hollen
Putnam	Sherwood	Velazquez
Quinn	Shimkus	Visclosky
Radanovich	Shuster	Vitter
Rahall	Simmons	Walden (OR)
Ramstad	Simpson	Walsh
Rangel	Skelton	Wamp
Regula	Slaughter	Watson
Rehberg	Smith (MI)	Watt
Renzi	Smith (NJ)	Waxman
Reyes	Smith (TX)	Weiner
Reynolds	Smith (WA)	Weldon (FL)
Rodriguez	Snyder	Weldon (PA)
Rogers (AL)	Solis	Weller
Rogers (KY)	Souder	Wexler
Rogers (MI)	Spratt	Whitfield
Rohrabacher	Stark	Wicker
Ros-Lehtinen	Stearns	Wilson (NM)
Ross	Stenholm	Wilson (SC)
Roybal-Allard	Strickland	Wolf
Royce	Sullivan	Woolsey
Ruppersberger	Sweeney	Wu
Ryan (OH)	Tancredo	Young (AK)
Ryan (WI)	Tanner	Young (FL)

ANSWERED "PRESENT"—11

Ballance	Johnson, E. B.	Waters
Conyers	Kilpatrick	Wynn
Jackson (IL)	Lee	
Jackson-Lee	Paul	
(TX)	Rush	

NOT VOTING—9

Combest	Jenkins	Payne
Gordon	Lucas (OK)	Rothman
Hyde	McCarthy (MO)	Stupak

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining in this vote.

□ 1740

Mr. SMITH of Michigan changed his vote from "nay" to "yea."

Mr. JACKSON of Illinois and Mr. RUSH changed their vote from "yea" to "present."

So (two-thirds having voted in favor thereof) the rules were suspended and the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

CLEAN DIAMOND TRADE ACT

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 1584, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. CRANE) that the House suspend the rules and pass the bill, H.R. 1584, as amended, on which the yeas and nays are ordered.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 419, nays 2, answered "present" 1, not voting 12, as follows:

[Roll No. 118]

YEAS—419

Abercrombie	Davis, Jo Ann	Isakson
Ackerman	Davis, Tom	Israel
Aderholt	Deal (GA)	Issa
Akin	DeFazio	Istook
Alexander	DeGette	Jackson (IL)
Allen	Delahunt	Jackson-Lee
Andrews	DeLauro	(TX)
Baca	DeMint	Janklow
Bachus	Deutsch	Jefferson
Baird	Diaz-Balart, L.	John
Baker	Diaz-Balart, M.	Johnson (CT)
Baldwin	Dicks	Johnson (IL)
Ballance	Dingell	Johnson, E. B.
Ballenger	Doggett	Johnson, Sam
Barrett (SC)	Dooley (CA)	Jones (NC)
Bartlett (MD)	Doolittle	Jones (OH)
Barton (TX)	Doyle	Kanjorski
Bass	Dreier	Kaptur
Beauprez	Duncan	Keller
Becerra	Dunn	Kelly
Bell	Edwards	Kennedy (MN)
Bereuter	Ehlers	Kennedy (RI)
Berkley	Emanuel	Kildee
Berman	Emerson	Kilpatrick
Berry	Engel	Kind
Biggert	English	King (IA)
Bilirakis	Eshoo	King (NY)
Bishop (GA)	Etheridge	Kingston
Bishop (NY)	Evans	Kirk
Bishop (UT)	Everett	Klecza
Blackburn	Farr	Kline
Blumenauer	Fattah	Knollenberg
Blunt	Feeney	Kolbe
Boehlert	Ferguson	Kucinich
Boehner	Filner	LaHood
Bonilla	Fletcher	Lampson
Bonner	Foley	Langevin
Bono	Forbes	Lantos
Boozman	Ford	Larsen (WA)
Boswell	Fossella	Larson (CT)
Boucher	Frank (MA)	Latham
Boyd	Franks (AZ)	LaTourette
Bradley (NH)	Frelinghuysen	Leach
Brady (PA)	Frost	Lee
Brady (TX)	Gallagher	Levin
Brown (OH)	Garrett (NJ)	Lewis (GA)
Brown (SC)	Gephardt	Lewis (KY)
Brown, Corrine	Gerlach	Linder
Burgess	Gibbons	Lipinski
Burns	Gilchrest	LoBiondo
Burr	Gillmor	Lofgren
Burton (IN)	Gingrey	Lowey
Buyer	Gonzalez	Lucas (KY)
Calvert	Goode	Lynch
Camp	Goodlatte	Majette
Cannon	Goss	Maloney
Cantor	Granger	Manzullo
Capito	Graves	Markey
Capps	Green (TX)	Marshall
Capuano	Green (WI)	Matheson
Cardin	Greenwood	Matsui
Cardoza	Grijalva	McCarthy (NY)
Carson (IN)	Gutierrez	McCollum
Carson (OK)	Gutknecht	McCotter
Carter	Hall	McCrery
Case	Harman	McDermott
Castle	Harris	McGovern
Chabot	Hart	McHugh
Chocola	Hastings (FL)	McInnis
Clay	Hastings (WA)	McIntyre
Clyburn	Hayes	McKeon
Coble	Hayworth	McNulty
Cole	Hefley	Meek (FL)
Collins	Hensarling	Meeks (NY)
Conyers	Herger	Menendez
Cooper	Hill	Mica
Costello	Hinche	Michaud
Cox	Hinojosa	Millender-
Cramer	Hobson	McDonald
Crane	Hoeffel	Miller (FL)
Crenshaw	Hoekstra	Miller (MI)
Crowley	Holden	Miller (NC)
Cubin	Holt	Miller, Gary
Culberson	Honda	Miller, George
Cummings	Hooley (OR)	Mollohan
Cunningham	Hostettler	Moore
Davis (AL)	Houghton	Moran (KS)
Davis (CA)	Hoyer	Moran (VA)
Davis (FL)	Hulshof	Murphy
Davis (IL)	Hunter	Murtha
Davis (TN)	Inslee	Musgrave

Myrick	Rogers (KY)	Strickland
Nadler	Rogers (MI)	Sullivan
Napolitano	Rohrabacher	Sweeney
Neal (MA)	Ros-Lehtinen	Tancredo
Nethercutt	Ross	Tanner
Ney	Rothman	Tauscher
Northup	Roybal-Allard	Tauzin
Norwood	Royce	Taylor (MS)
Nunes	Ruppersberger	Taylor (NC)
Nussle	Rush	Terry
Oberstar	Ryan (OH)	Thomas
Obey	Ryan (WI)	Thompson (CA)
Olver	Ryun (KS)	Thompson (MS)
Ortiz	Sabo	Thornberry
Osborne	Sanchez, Linda	Tiahrt
Ose	T.	Tiberi
Otter	Sanchez, Loretta	Tierney
Owens	Sanders	Toomey
Oxley	Sandlin	Towns
Pallone	Saxton	Turner (OH)
Pascrell	Schakowsky	Turner (TX)
Pastor	Schiff	Udall (CO)
Pearce	Schrock	Udall (NM)
Pelosi	Scott (GA)	Upton
Pence	Scott (VA)	Van Hollen
Peterson (MN)	Sensenbrenner	Velazquez
Peterson (PA)	Serrano	Visclosky
Petri	Sessions	Vitter
Pickering	Shadegg	Walden (OR)
Pitts	Shaw	Walsh
Platts	Shays	Wamp
Pombo	Sherman	Watson
Pomeroy	Sherwood	Watt
Porter	Shimkus	Waxman
Portman	Shuster	Weiner
Price (NC)	Simmons	Weldon (FL)
Pryce (OH)	Simpson	Weldon (PA)
Putnam	Skelton	Weller
Quinn	Slaughter	Wexler
Radanovich	Smith (MI)	Whitfield
Rahall	Smith (NJ)	Wicker
Ramstad	Smith (TX)	Wilson (NM)
Rangel	Smith (WA)	Wilson (SC)
Regula	Snyder	Wolf
Rehberg	Solis	Woolsey
Renzi	Souder	Wu
Reyes	Spratt	Wynn
Reynolds	Stark	Young (AK)
Rodriguez	Stearns	Young (FL)
Rogers (AL)	Stenholm	

NAYS—2

Flake	Paul
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ANSWERED "PRESENT"—1

Waters

NOT VOTING—12

Brown-Waite,	Hyde	Meehan
Ginny	Jenkins	Payne
Combest	Lewis (CA)	Stupak
DeLay	Lucas (OK)	
Gordon	McCarthy (MO)	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. QUINN) (during the vote). Members have 2 minutes to cast their votes.

□ 1749

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

REAPPOINTMENT AS MEMBER TO COORDINATING COUNCIL ON JUVENILE JUSTICE AND DELINQUENCY PREVENTION

The SPEAKER pro tempore (Mr. QUINN). Pursuant to section 206 of the Juvenile Justice and Delinquency Prevention Act of 1974 (42 U.S.C. 5616), and the order of the House of January 8, 2003, the Chair announces the Speaker's reappointment of the following member on the part of the House to the

Coordinating Council on Juvenile Justice and Delinquency Prevention for a 3-year term:

Mr. Michael J. Mahoney of Chicago, Illinois.

HAITIAN TELEVISION NETWORK DEBUTS

(Mr. MEEK of Florida asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MEEK of Florida. Mr. Speaker, I rise today to bring attention to Members and to our Nation of an important point in television history that took place on Friday, March 28, 2003. The Haitian Television Network of America went on the air in Miami, Florida. The Haitian Television Network is the first Creole and French language 24-hour-a-day station in the Nation. We were very proud, based on the fact that it is in Miami.

After years of programming on public access stations on cable, the president of the station, Claude Mancuso, has succeeded in his vision of reaching a broader audience. Mr. Mancuso has also worked within the Haitian community in providing Haitian programming. This is very important to our Haitian-Americans, that their Haitian culture, religion and history is daily programmed throughout south Florida and throughout the Nation. News, sports, movies, sitcoms and documentary programs for children are going to be able to help our Nation grow and understand one another. The Haitian-American population is estimated nationally at over 2 million, with over 700,000 Haitian-Americans residing in the State of Florida, with 500,000 in south Florida. I commend the Haitian Television Network for achieving its goal of being able to be a 24-hour station and look forward to many years of programming.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 2003, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

COMMENDING ARMY RESERVE'S 319TH TRANSPORTATION COMPANY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Georgia (Mr. NORWOOD) is recognized for 5 minutes.

Mr. NORWOOD. Mr. Speaker, our Nation is at war. Thousands of the fighting men and women of our Armed Forces are serving on the battlefields of Iraq, defending freedom, liberating the Iraqi people, and making our world a safer place to live. Today I rise to recognize and commend all of these courageous service personnel, but wish to pay particular tribute to the brave soldiers serving in the 319th Transpor-

tation Company. The 319th, part of the larger 375th Transportation Group out of Mobile, Alabama, is an Army Reserve unit based in my hometown of Augusta, Georgia.

The 319th has a proud history. During the Vietnam War, the 319th Transportation Company logged over a million miles, delivered over 92,000 tons to the battlefield, and was ambushed by the enemy on seven separate occasions.

Today, for the Reservists serving in the 319th, the voyage from Wrightsboro Road Reserve Center in Augusta to the war zone of Iraq began this past January with a short trip to nearby Ft. Stewart for specialized training. Then in mid-February, the 319th Transportation Company, along with the unit commander, Captain Mohandas Martin, deployed to northern Kuwait where they received their assignment, to support the more than 50,000 Marines in the 1st Marine Expeditionary Force.

When Saddam Hussein thumbed his nose for the last time and the war began in Iraq roughly 3 weeks ago now, the 319th began the next phase of their voyage, going into the deserts of Iraq, delivering by truck the critically important fuel to the Marines advancing to Baghdad and Saddam Hussein's final day of reckoning.

Their mission is an unheralded one; but as we have all realized on the round-the-clock cable news broadcasts, it is the success of the supply units traveling the roads of Iraq, like the 319th, that have been vital in the early success of our coalition forces and will ensure our ultimate victory.

As I said, Mr. Speaker, theirs is an unheralded mission, but also one that puts the members of the 319th at great risk and peril. In their first week operating in Iraq, the 319th headed out from their base of Camp Viper in Iraq for a multiday mission to deliver fuel near the front lines. According to the reports, while on their journey, vehicles of the company came under heavy enemy fire more than once in their ambush attempts. Thanks in large part to the efforts of the Marines, the 319th continues to supply, the attacks were thwarted, and all members of the 319th Transportation Company returned safely to regroup and prepare for the next mission and the next journey to the front lines of war.

Mr. Speaker, to the people of the Ninth Congressional District of Georgia, my constituents, the soldiers of the 319th Transportation Company represent different things: a good neighbor who lives down the street, a close relative or spouse that is sorely missed at home, or even a mother or father to a child that misses a parent and needs them back. It is true the soldiers of the 319th Transportation Company are all different, but they are all the same in one simple and very important way, they are all heroes.

Because of them, these same Marines moved closer to finally ending Saddam Hussein's horrific reign of terror and ability to aid and assist terrorists

around the globe. Because of them and others serving in the war today, loyalty, duty, honor, and personal courage are not words relegated to the history books, but instead living and shining examples for all of us on the battlefields of Iraq.

Lastly, Mr. Speaker, it is because of them that the battle cry in our Nation's war against terrorism is particularly meaningful today in the deserts of Iraq. So finally I say to the 319th, keep up the good work and "Let's roll."

□ 1800

NATIONAL RAIL INFRASTRUCTURE PROGRAM

The SPEAKER pro tempore (Mr. BURGESS). Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, freight transportation is a vital and growing industry in the United States. Rail is the most prudent way of expanding the capacity to accommodate growth in freight traffic, allowing for congestion relief on our roadways, cost benefits to shippers, and improving our air quality. However, our Nation's aging and congested infrastructure does not adequately support the rail needs of today. Across the country from Los Angeles to Chicago to New York City, the movement of freight is being stalled and delayed by a variety of bottlenecks. For example, every day 37,500 freight cars travel through Chicago at a snail's pace of 7 to 12 miles per hour. Added on top of that, 700 commuter and Amtrak trains. Today it takes 2 days to move rail shipments through Chicago.

It is clear that capacity constraints and congestion thrive within our rail system and the situation is quickly worsening. The Chicago Area Transportation Study predicts that freight car traffic through the Chicagoland area will increase nearly 79 percent in less than two decades. But this is not just the Chicago problem. A recent report from the American Association of State Highway and Transportation Officials states that growth in domestic and international freight tonnage is expected to grow 67 percent by the year 2020. The result will mean a shift of 900 million tons of freight onto our interstate system, adding a \$21 billion need to highway costs in the next 17 years.

In an economy where just-in-time delivery demands are the norm, slow cross-country freight movement results in economic losses that are felt throughout the United States of America. Our communities also suffer. Traffic tie-ups and idling trains affect the quality of life of many of our constituents.

The status quo must not continue. As Daniel Burnham, the famous Chicago-based architect and city planner, encouraged us to "make no small plans,"